



IMAGERY

ANALYSIS

STAFF

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

VILLAGE _____

TAGANROG AIRFRAME PLANT DIMITROV 86

TAGANROG, USSR,

WILLIAM J. WILSON

DECLASS REVIEW by NIMA/DOD

CIA/PIR -75079

DATE **FEBRUARY 1967**

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PAGES 8

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GROUP 1
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TAGANROG AIRFRAME PLANT DIMITROV 86 **TAGANROG, USSR,** [REDACTED]

Taganrog Airframe Plant Dimitrov 86 [REDACTED] is located at 47-12-00N 038-52-15E in the southwestern suburbs of Taganrog, USSR (Figure 1). The plant is adjacent to the Taganrog Airfield [REDACTED] and Taganrog Seaplane Base [REDACTED] and is situated on Taganrogskiy Zaliv (Bay) on the northeastern shore of the Black Sea. It is served by road and rail spurs.

Airframe Plant Dimitrov 86 is secured on 3 sides by 20,000 linear feet of fence/wall. The fourth side is on the edge of Taganrogskiy Zaliv (Bay) and does not appear to be enclosed by a fence/wall. Within the plant there are 19,000 linear feet of hard-surfaced road with

an average width of 20 feet and 16,000 linear feet of rail spurs. The above linear measurements are approximate.

The plant is shown in this report on photography of [REDACTED] (Figures 2-4, respectively). All item numbers refer to Figure 5 and its associated table.

An aircraft plant has been in existence in Taganrog from early Soviet history. It has been reported that this airframe plant was originally constructed by Junkers in 1926. ^{1/} From an early date, probably before 1940, the installation actually was composed of 2 adjacent, but separately administered, plants. One was formerly designated as Plant No 31 and the other was

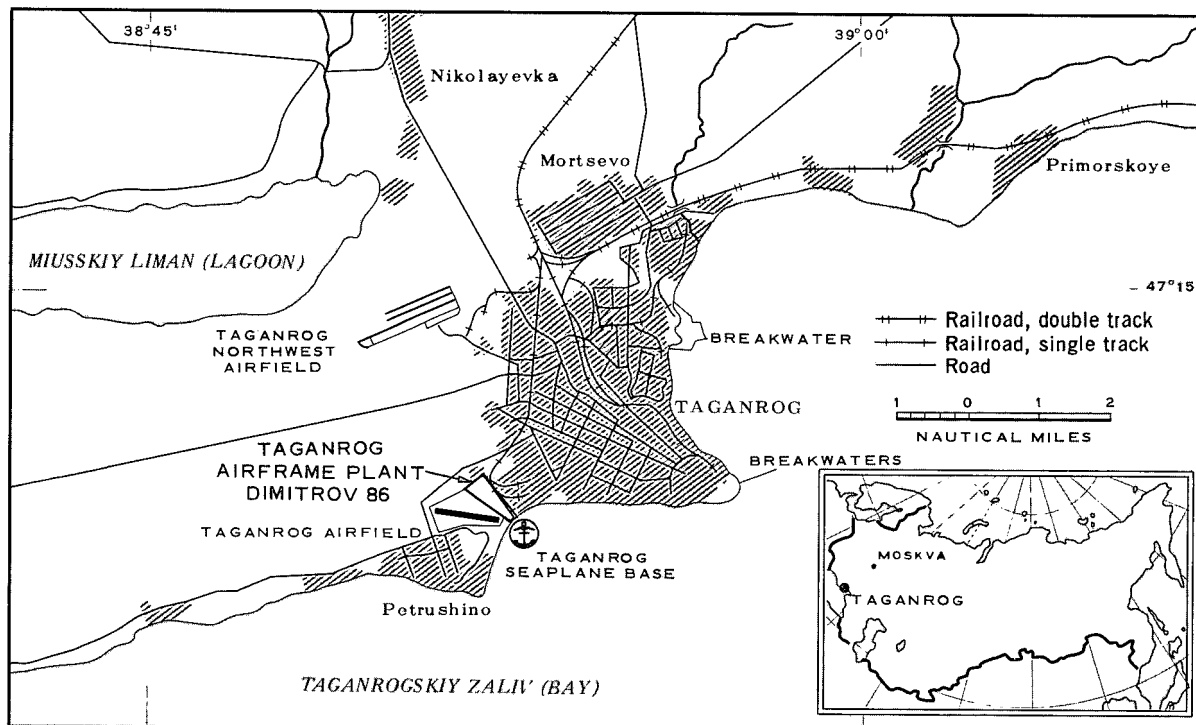


FIGURE 1. LOCATION MAP.

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FIGURE 2. TAGANROG AIRFRAME PLANT DIMITROV 86, TAGANROG, USSR,

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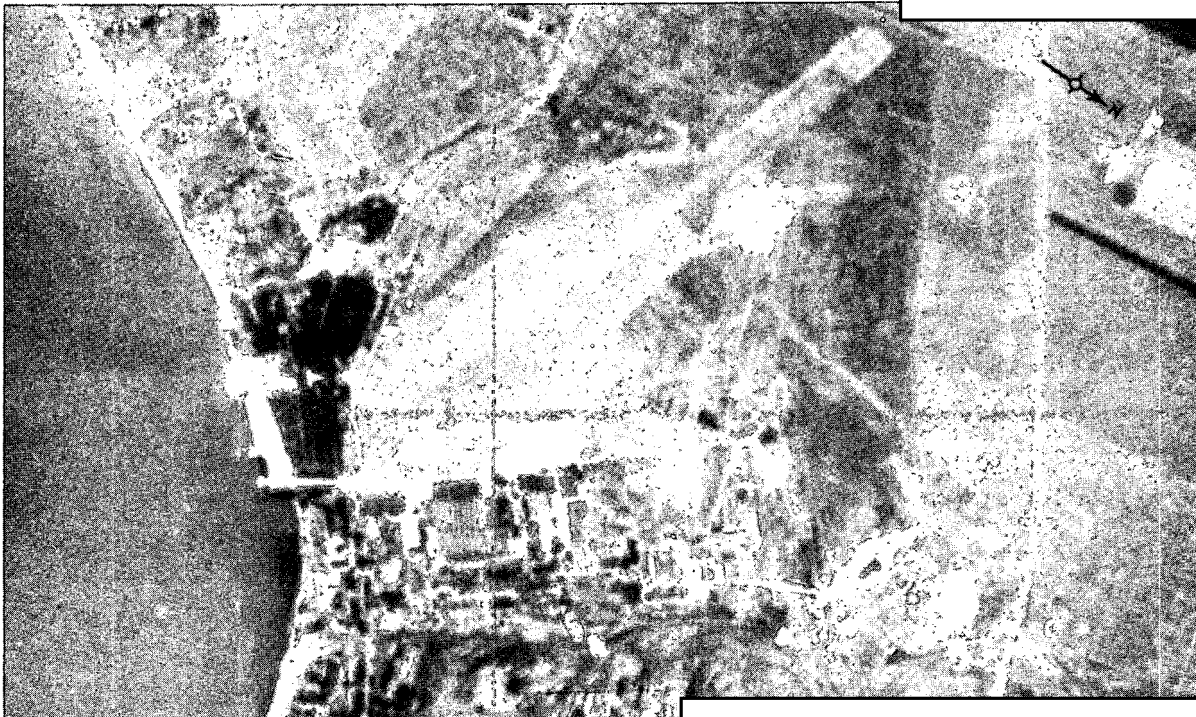


FIGURE 3. AIRFRAME PLANT 86,

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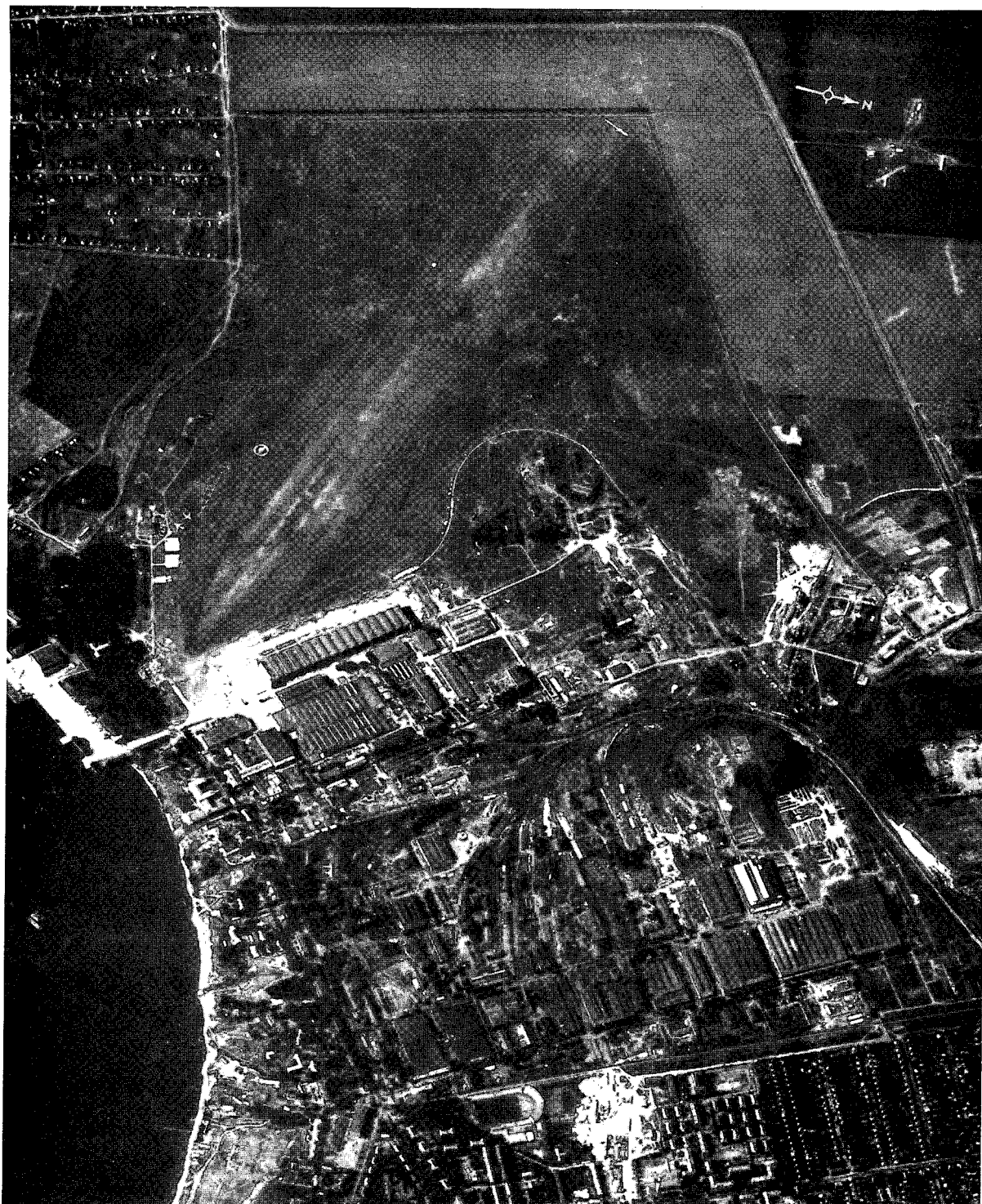


FIGURE 4. AIRFRAME PLANT 86,

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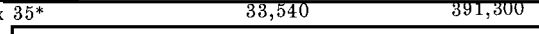
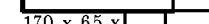
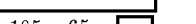
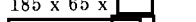
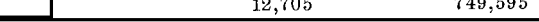
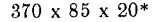
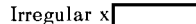
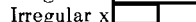
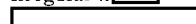
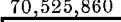
formerly Plant No 65. 1/ Analysis of [] photography of [] indicated the existence of a total roof cover of approximately 990,000 square feet.

During World War II, Plant No 31 was evacuated to Tbilisi. There is no conclusive evidence as to what happened to Plant No 65.

Possibly, most of Plant No 65 was not evacuated, or its machinery was combined with that of Plant No 31 and sent to Tbilisi. 1/ However, Plant No 31, now located in Tbilisi, was not returned to Taganrog following the end of hostilities. 1/

The Russian and German offensives of

Table 1. Description, Dimensions, Floorspace, and Cubic Feet of Numbered Structures at Taganrog Airframe Plant Dimitrov 86, Taganrog, USSR. (Item numbers are keyed to Figure 5)

Item	Description	Dimensions (ft) (see note)			Floorspace (sq ft)	Cubic Feet
		L	W	H		
1	Hangar/repair & maintenance bldg				44,215	2,097,900
2	Admin/engineering bldg	Irregular x 				
3	Admin & access control bldgs (4)	Various x 				
4	Admin/engineering bldg	Irregular x 35*			33,540	391,300
5 a	Workshop	Irregular x 				
b	Forge/foundry	Irregular x 				
c	Hangar/workshop	325 x 			53,300	3,837,600
6	Machine shop/workshop					
7	Final assembly bldg					
8	Final assembly/subassembly bldg					
9	Subassembly bldg/machine shop					
10	Warehouses (4)					
a						
b		170 x 65 x 			11,050	287,300
c					11,560	300,560
d		185 x 65 x 			12,025	312,650
11	Workshop/warehouse				30,880	802,880
12	Steamplants (2)				12,705	749,595
						
13	Machine shop/workshop	Irregular x 25, 30*			42,550	1,228,655
14	Machine shop/workshop	370 x 85 x 20*			31,450	629,000
15	Machine shop/workshop	Irregular x 				
16	Workshop/warehouse	Irregular x 			63,255	1,707,885
17	Workshop/hangar					
18	Machine shop/workshop					
19	Machine shop/workshop					
20	Warehouse				18,130	253,820
	Portion u/c				10,160	--
21	Forge/foundry					
22	Forge/foundry	Irregular x 			9,990	179,820
23	Workshop/warehouse				11,760	258,720
24	Workshop/warehouse				13,530	297,660
25	Warehouse	Irregular x 			21,595	259,140
26	Workshop/warehouse				24,320	389,120
27	Forge/foundry	Irregular x 25*				886,925
28	Prob sand/gravel processing bldg	Irregular x  35*				393,825
Total floorspace & cubic feet of numbered buildings						70,525,860
Total floorspace & cubic feet of other buildings						
Total floorspace & cubic feet of plant						

NOTE--With the exception of those heights marked with an asterisk (*), all measurements were calculated by NPIC/TID; measurements are accurate to within 5 feet or 5%, whichever is greater. Measurements were derived from []

*Height calculated by CIA/IAD project analyst.

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World War II damaged the aircraft complex considerably. It is estimated that the plant was 50 to 90 percent destroyed. 1/ Reconstruction was believed to have started in 1944. Many plant buildings were restored by 1948, the date when most of the []

[] It is believed that the remainder of the plant was rebuilt by early 1950. During the postwar reconstruction, the Taganrog installation was assigned 2 new numbers, 49 and 86. 1/ Reports indicate that the 2 plants cooperated quite closely. 1/ At the present time, the 2 plants are considered to be 1 installation, Airframe Plant Dimitrov 86.

Building construction prior to 1943 included the construction of the final assembly/sub-assembly building (item 8); the subassembly building/machine shop (item 9); a machine shop/workshop (item 6); an administration/engineering building (item 4); a workshop, a forge/foundry, and a hangar/workshop (item 5: a, b, and c); warehouses (item 10: a, b, c, and d); a forge/foundry (item 21); and workshops/warehouses (items 23 and 24). Portions of a workshop/warehouse (item 11), the machine shops/workshops (items 13-15 and 19), a forge/foundry (item 27), and other support buildings were also constructed prior to 1943. However, many of the buildings constructed before 1943 were either partially or totally destroyed during World War II and needed rebuilding. Construction between [] consisted, to a great part, in reconstructing many of the original structures. The final assembly/subassembly building (item 8), the subassembly building/machine shop (item 9), and the machine shops/workshops (items 6 and 15) were almost totally reconstructed in a configuration similar to the one they had before the war.

New construction, occurring between [] probably included the 4 administration and access control buildings (item 3), the steam-

plants (item 12), a workshop/hangar (item 17), a workshop/warehouse (item 16), the warehouses (items 20 and 25), a forge/foundry (item 22), and the probable sand/gravel processing building (item 28). The poor quality [] photograph of [] (Figure 3) precluded a more positive determination of the buildings or additions constructed. Plant floor-space was estimated at approximately 1,292,150 square feet from the [] photograph. 2/

The building program has advanced considerably since [] and has included construction of the final assembly building (item 7), the hangar/repair and maintenance building (item 1), a machine shop/workshop (item 18), and additions to the administration/engineering building (item 2) and a workshop/warehouse (item 26).

The construction of the hangar/repair and maintenance building was evident in [] and was complete by [] The construction of the new final assembly building (item 7) was first apparent in [] and appears to have been complete by [] A machine shop/workshop (item 18) was in an early stage of construction in [] and was complete by [] From [] the addition to the administration/engineering building (item 2) was started and completed. Still under construction in [] were the following: a probable underground POL storage site and its associated pumphouse, 2 buildings in the north-central portion of the plant area (Figure 5), and an addition to a warehouse (item 20).

The current plant floorspace is approximately [] This figure includes the structures under construction and an allowance for the multistoried administration/engineering buildings where they can be identified.

The current figures differ somewhat from

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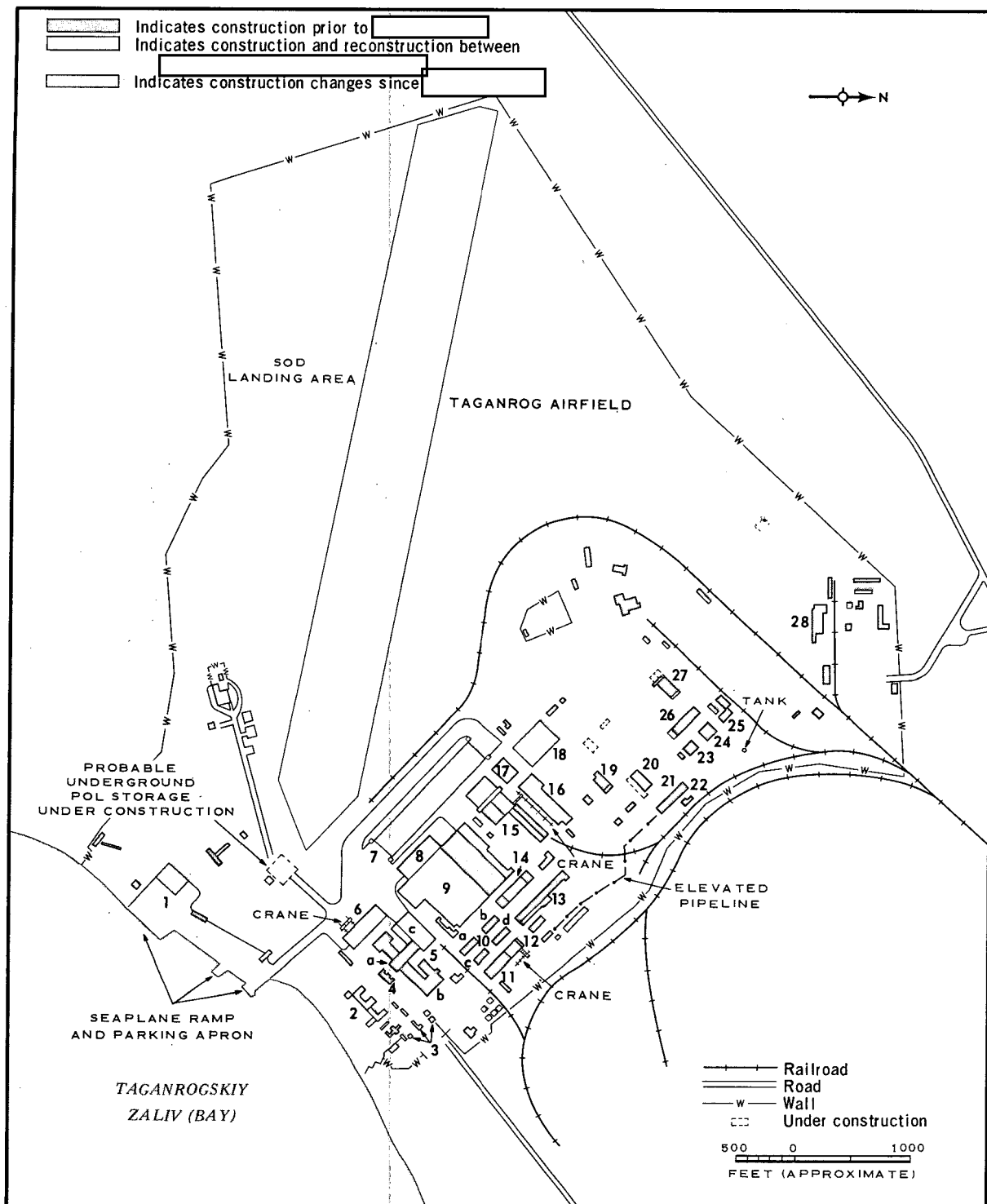


FIGURE 5. LAYOUT OF TAGANROG AIRFRAME PLANT DIMITROV 86.

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those reported in 1965, 3/ but due to the better quality stereo photography of [] the current figures appear to be more accurate.

The eastern area of the plant (in the vicinity of items 2, 4, and 5) appears to be composed of mostly administration- and engineering-type buildings and, when considered in relationship with the functions of the connected buildings nearby (item 5: a, b, and c), it may be concluded that this area of the plant is used for aircraft prototype development. The workshop and the forge/foundry (item 5: a and b) may be used for the development of new aircraft parts, while the hangar/workshop (item 5c) may be the area where these new prototypes are assembled.

The adjacent seaplane base and airfield are utilized for testing and flyaway purposes. The airfield has remained relatively unchanged from

the photography of [] (Figure 2) to photography of [] (Figure 4). The only apparent change has been a limited amount of surface preparation which has presumably smoothed the airfield somewhat. The runway measures approximately 5,200 by 690 feet plus the east end (approximately 800 feet) which tapers to a point. The facilities of Taganrog Seaplane Base include a large concrete apron, portions of which are used as an access ramp into Taganrogskiy Zaliv (Bay). A hangar/repair and maintenance building (item 1) is also located in this area along with some small support buildings.

Aircraft observed within the plant area on [] included 2 MALLOW, 2 MAIL, 1 COKE, 1 CRATE, 3 CAB, 6 CREEK, 5 small straight-wing, and 5 sail planes.

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REFERENCES

25X1

MAPS OR CHARTS

ACIC series, scale 1:200,000

DOCUMENTS

25X1

1. CIA. RR/RA-31, *Estimated Floorspace of Taganrog Airframe Plant No 49/86*, May 58 (SECRET)

2. CIA. [] *Taganrog Airframe Plant No 49/86, Taganrog, USSR*, Feb 65 (TOP SECRET [])

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3. CIA. PIR-65016, [] *Taganrog Airframe Plant No 49/86, Taganrog, USSR*, Aug 65 (TOP SECRET [])

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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